Sectt.-II-27--40,006--20-12-37.

P W (1940) Department.

P 1-34

~~Files~~ ~~Letter~~ SERIES.

Letter
~~G.O.~~ No. 2-57

Dated 10-2-1940

[Despatch Abstract]

Civil aviation - ~~Establishment~~ - landing ground - Mangalore

~~Establishment~~ - Government of India replied to.

URGENT.

All communications should be addressed to the Director of Civil Aviation in India, by title, NOT by name.

Telegrams: "AIRCIVIL."

OFFICE OF THE DIRECTOR OF CIVIL AVIATION IN INDIA.

No. W-80-1

New Delhi
Dated Simla, the 10th January, 1940

Entered in Circle Roll
P.W.D.

From

The Director of Civil Aviation in India,
New Delhi,

To

The Chief Secretary to the Government of Madras,
Madras.

Proposed establishment of a civil landing ground at Mangalore.

Sir,

I have the honour to state that the establishment of a civil landing ground at Mangalore is under consideration by the Government of India. It is considered that this landing ground, if established, would form a more useful port of call from a commercial point of view for Messrs. Tatas' Bombay-Trivandrum air service than Cannanore. It is also considered that the establishment of a landing ground at Mangalore would be of considerable value for defence purposes.

2. If the Madras Government are in agreement with these views it is proposed that the Deputy Director of Civil Aviation in India should visit Mangalore towards the end of this month to carry out an initial investigation in conjunction with the local authorities of potential sites for a landing ground. After these have been considered and examined an Engineer Officer would be sent by this Directorate to carry out a more detailed and technical survey of the most likely site or sites.

3. It is requested that the Madras Government will favour this Directorate with their views on this proposal at a

very early date, so that, if they are in agreement, the investigation may be commenced with the least possible delay, and will also indicate the local authority with whom contact should be made at Mangalore. It is further requested that the Madras Government, if they are in agreement, will at the same time advise the local authorities of the impending visit of the Deputy Director of Civil Aviation so that they may be giving the matter their consideration. A copy of 'Notes on the Preparation, Licensing and Operation of Civil Aerodromes and Landing Grounds' and 'Preliminary Report on Aerodrome' form is enclosed for their information and guidance.

4. If the Madras Government consider it desirable, the Deputy Director could halt at Madras on either his outward or return journey or both for any discussions which they may desire.

I have the honour to be,

Sir,

Your most obedient servant,

for Director of Civil Aviation in India.

Encl:

pp 3-8 of Sent in original
to the college S. Kanara
Higher Bd of Rest -

W/M 11 9/

Chief

pp 5-8 of Secret in original to collen of S. Kanara dtg 5.1.40 of Rev

Rev

Endt No. 303 A/40-2 dd 24-1-40.

Civil aviation - landing ground - Mangalore - Establishment -

From the Director of Civil Aviation No. W. 80-1d 10.1.40

Referred to the Board of Revenue for very early remarks.

M
23.1.40

Secretariat

DR 24/1

To The Board of Revenue with the DCA's letter in original to be returned with reply. (whole of) (8 pp).

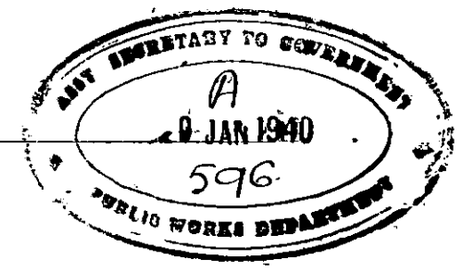
" Very urgent"Special

10

C.F. 31—17,006—9-2-37.

Public Works **DEPARTMENT.**

CURRENT No.



*Received*_____ 19 *Registered*_____

Subject.

Aircraft- Landing ground-(South Kanara)- Mangalore- Establishment-

---

Ref.È. No. 574/40-1

Station Madras. , *Dated the* 27-1-40. 19

From

S. Venkateswaran Esq., I.C.S.,

Secretary,

Board of Revenue.

S.V. Ramamurti Esq., I.C.S., Commr. of Land Revenue.

Read:-

Endorsement from Government, Public Works Dept. No.303-A/40-2 dated 24th January 1940.

Reference:-

In regard to the establishment of a landing ground at Mangalore, the Board submits that Mangalore is presumably preferred to Cannanore for a landing ground, because it is a port where coastal steamers call. As a landing ground at Mangalore is also said to be of considerable value from the defence point of view, the Board agrees with the proposal of the Government of India and submits that ~~to selecting~~

11 -78-

investigation may be commenced with a view to selecting a suitable site for the location of the ~~leading~~ landing ground.

2. The Collector of South Kanara is the local officer with whom contact should be made at Mangalore. He is being instructed to await the Deputy Director's arrival and in the meantime make his selection of possible sites. The copy of the 'Notes on the preparation, licensing and operation of Civil Aerodromes and Landing grounds' and 'Preliminary Report on Aerodrome' are being sent to the Collector for his use. The Board considers that no discussions at Madras are likely to be necessary unless the Collector raises any doubtful points which he cannot dispose of himself.

Sent to GOI by Post with D.O. letter of even date.

Ramachandran
For Secretary. 27.1.40

To the Secretary to Government, Public Works Dept. ✓
Paras 1 & 2 only

the Collector of South Kanara (in full) with encls.

AMK. 27/1.

46/3011 12

P.W.D

Telephone

No. 303A/40-3 dt 29-1-40.

From

The Secretary to Govt, P.W.D.

To

The Secretary, Board of Rev

Civil aviation - landing ground Mangalore - Establishment.

Ref:- P.W.D. Endt. No. 303A/40-2 dt 24-1-40 & Board's Ref. E. No. 574/40-1 dt 27-1-40;

Please return urgently the letter from the Director of civil aviation No. W. 80-1 dt 10-1-40 sent in original with this dept's Endt cited above.

(Sd)

29.1.40.

P.C. to go. Receipt on 7/11

pg cf

pp. 10-11 cf

3011/40

13

C.F. 304—46,838 Bks.—10 12-38.

OFFICE OF THE Bdr Rev

Dated 29/1/40 193

Hours Minutes.

TELEPHONIC MESSAGE

From

The Secy Bd of Rev
& W.D

To

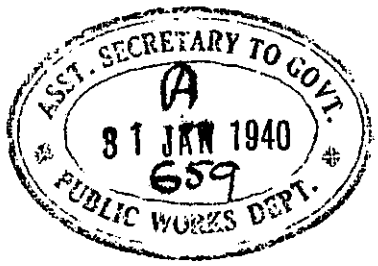
The Secy Bd of Rev

Civil aviation landing ground Mangalore Estabt. Reference W.D Endt. No: 303 A/40-2 dt 24/1/40 & Bd's reference Endt No 574/40-1 dt 27/1/40.

Pl: return urgently the letter from the Director of Civil Aviation No: W. 80-1 dt 10/1/40 sent in original with this Dept's. Endt cited above.

29/1

14



N. Di

Pp 1-2 ante

The letter of the Director of Civil Aviation is herewith resubmitted.

L Ramachandran.
For Secretary 30.1.40

30/1

To

The Secretary to Government,
Public Works Department,
(with the Director's letter)
Pp 1-2 ante.

15

P.W.D

Proposed establishment of a civil landing ground at Mangalore

C.No. 303 A/40 From the Director of Civil Aviation in India
CF No. W-80-1 dated 10.1.40

Please see the letter from the Director of Civil Aviation in India regarding the proposed establishment of a civil landing ground at Mangalore. The proposal is evidently to abandon the landing ground at Tammarora, and in its place, to establish another at Mangalore. This Govt. may accept the proposal

2 The local authorities to be informed of the impending visit of the Deputy Director to Mangalore are the Collector of South Kanara, the President, District Board, and the Mangalore Municipal Council

the site to should be selected within the municipal limits.

3 As regards para 4 of the letter, it is for consideration whether the

A in page 1 CF

See below file

B in page 2 CF

P 2 CF

2/16

Director may should be told that the Dy. Director may discuss the proposal, before Lt went to Mangalore, with the Secretary to Govt. P.W.D and the Chief Secretary, as it is stated that the establishment of a landing ground at Mangalore would be of considerable value for defence purposes. Public (War) may see

P.I.C.7

OS
16/1 M
16.1.40.

16/1

It is proposed to establish a landing ground at Mangalore because

(1) from a Commercial point of view Mangalore would be more useful than Cannanore

(2) Mangalore would be "of Considerable value" for defence purposes

Is the Cannanore landing ground a Civil landing ground or is it a military landing ground

Is any info. available regarding the "Air" distance between Bombay & Mangalore & Mangalore Trivandrum?

16/1

17

C.F. 304—46,838 Bks.—10-:2-28.

OFFICE OF THE _____

Dated _____ ___193

_____Hours_____Minutes.

TELEPHONIC MESSAGE

From Aerodrome Office

To Secy Pnd

Distance Cyan

Bombay — Cannanore

530 miles

Cannanore — Trivandrum

250 miles

~~3~~ 18

The cannanore landing ground is an Army landing ground - vide p4 of Lgo. No. 1691 P.W.D dt 8.8.38.

(N)

It has been ascertained from the Aerodrome officer that the air distance from Bombay to Cannanore is 500 miles & from Cannanore to Trivandrum, 250 miles. The distance by rail which is almost a straight line between Cannanore & Mangalore is 81 miles - So the air distance between Bombay & Mangalore is roughly 420 miles, & Mangalore & Trivandrum 330 miles.

(A) p17 ante

247/19/1

17.1.40.

17.1.40

19/1

We cannot conclude that Cannanore will be given up since the present letter is in regard to the establishment of a Civil landing ground, and Cannanore is an Army landing ground. And what the letter in the c.f. states is that Mangalore would be "of considerable value" for defence purposes - not that it is superior to Cannanore. Presumably Cannanore will continue as an Army landing ground.

It is difficult to say whether Mangalore would be preferable from a commercial point of view. The Govt. need not perhaps object to the proposal but the Board of Revenue may be consulted before a definite reply is sent.

Public Department may see.

19/1

P.W.Secy. no. 303A/40-1

18.1.40

SECRETARY TO GOVT.

18 JAN 1940

PUBLIC DEPT.

A 19

Public dept.

The G of I have under consideration pp 1-2 C
the establishment of a civil landing ground
at Mangalore as it would be of considerable
value for defence purposes [besides being a more useful port of call from the commercial point of view.
they have invited
the views of this Govt on the proposal: P.W.D
presumes that the proposal does not mean the abandonment of the military landing ground at Cannanore
P.W. Consider that the Board of Revenue
may be consulted before a definite reply
is sent to the G of I. This may be agreed to
in this draft & the file ~~may be~~ returned to P.W.

Conf.
19.1.40.

A.N
20/1/40

Draft

Pub(war) no 247-1
23/1/40

Draft Endt to the Board of Rev is
submitted

ASST. SECRETARY TO GOVT. A 23 JAN 1940 480 PUBLIC WORKS DEPT.

23/1/40

[Issued as Endt. No. 303 A/40-2 dt 24-1-40.]

Draft

from the Board of Rev. Ref E. No. 574/40-1 dt 27.1.40. pp 10-11 cf.

—

The remarks of the Board of Rev
are at pp 10-11 cf. The Govt of India may be replied
to as in the draft submitted below.

wc 2/2
RD 2/2.

31.1.40.

31.1.40

1/2

1/2

20

P.W.D(Gl)

Letter no. 287 dt 10-2-'40

19/10/2

To

The Director of civil aviation in India,
New Delhi.

Sir,

Subject: civil aviation - landing ground - Mangalore - Establishment
Ref - your letter no. W-80-1 dt 10-1-40.

I am directed to state that this Govt have no objection to the proposal to establish a civil landing ground at Mangalore. They presume that the Army landing ground at Cannanore will be retained. I am to add that the Collector of S. Kanara, who is the local authority with whom contact should be made at Mangalore, is being instructed to await the Dy. Director-General's arrival & in the meantime make a selection of possible sites.

2. I am also to state that this Govt do not consider that

Index abstract
civil aviation - landing ground - Mangalore - Establishment
Govt of India's reply to

pp 1-2 cf

vide p 3 nf
& pp 10-11 cf

p 3 nf.

para 3 on pp 1-2 cf
para 2 on p 11 cf

2

21

at Nakuru

a discussion with Hon Secretary the Deputy Director of Civil Aviation is necessary unless that officer desires it for any particular reason.

I have etc.

para 4 on p 2 cf & para 2 on p 11 cf

31.1.40.

31.1.40

1/2

22

Ch. Sectt.

All communications should be addressed to the Secretary to the Government of India, Department of Communications, by title, NOT by name.

Telegrams: "COMMUNICATIONS".

P.W. 40.

GOVERNMENT OF INDIA.

Department of Communications.

No. V43.

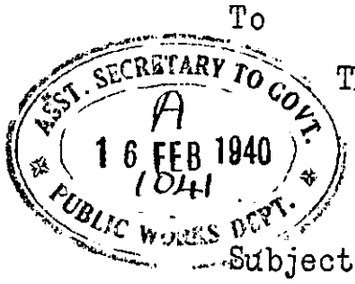
Dated New Delhi, the 12th February 1940.

From

L.A.Chapman, Esquire, I.C.S.,

Under Secretary to the Government of India,

To



The Chief Secretary to the Government of Madras, Madras.

Subject:- Proposed establishment of a Civil landing ground at Mangalore.

.....

Sir,

I am directed to refer to the letter from the Director of Civil Aviation in India, No.W80-1, dated the 10th January 1940 on the subject mentioned above. As it is very desirable that the preliminary survey of potential sites for the landing ground at Mangalore should be carried out without delay, I am to request that the information asked for in the Director of Civil Aviation in India's letter referred to above may kindly be communicated to this Department as soon as possible, if necessary, by telegraph.

pp 1-2 of Secret file No. (A) 287 PWD 10 2/40

already furnished vide pp 20-21 of (A)

I have the honour to be,

Sir,

Your most obedient servant,

G. A. Chapman

Under Secretary to the Government of India.

D.A:- NIL.

P.W.D.

No action seems necessary on this. This may be filed with letter No. 287 PWD of 10.2.40.

(A)

16.2.40.

I see that the letter was despatched promptly with the 'H' Express on the 13th. Such delays must be avoided.

16.2.40

MGM/12/2.

All communications should be addressed to the Director of Civil Aviation in India, by title, NOT by name.
Telegrams:
"AIRCIVIL."

OFFICE OF THE DIRECTOR OF CIVIL AVIATION IN INDIA.

No. W.80-1

Dated New Delhi, the 17th February, *1940*.

ASST. SECRETARY TO GOVT. A 21 FEB 1940 1113 PUBLIC WORKS DEPT.

04637/2W

From

L. A. Egglesfield, Esq.,
Deputy Director of Civil Aviation in India,

22 FEB 1940

To

The Secretary to the Government of Madras,
Public Works (Gl.) Department,
Madras.

Sir,

Ref 287 dt 10-2-40 pp 20-21 of (A) 2 infra.

I have the honour to acknowledge with thanks the receipt of your letter No.287 dated the 10th February 1940.

2. A copy of my tour programme is attached. The object of the visit to Cochin is to see the landing ground which the Royal Air Force have recently established there.

3. It is noted that the Government of Madras do not consider that a discussion at Madras is necessary. I myself have no particular points for discussion, but it may be noted that I shall be spending two days in Madras on work in connection with St. Thomas's Mount Aerodrome. Should any points arise in the meantime which the Government of Madras might wish to discuss, I shall be glad to do so during the course of my stay.

* 8 w.d.q.w. Hands vide p2 infra

4. It is also noted that the Collector of South Kanara is the local authority with whom contact should be made at Mangalore and a separate communication has been addressed to him, advising him of the date of my visit.

vide para 1 on p 20 of (A)

I have the honour to be,
Sir,
Your most obedient servant,

Deputy Director of Civil Aviation in India.

Pl see

May be filed with letter No. 287 Pub dt 10.2.40 after perusal by Pub (Wks)
M
21.2.40
Pub (Wks)

P.W.Secy. no. 1113 A/40-1
22.2.40.

1 (a)

24

Public (Genl) dept

=

(P.W.D. note at p 1 ante)

The letter at p 1 ante and
p 2 ante As enclosure may be perused
and the file returned to P.W. Dept

Ans
22/2/40

ARN
22-2-40

23.2

P.W.

Genl. 4637/40T
23/2/40.

ASST. SECRETARY TO GOVT.
A
23 FEB 1940
1184
PUBLIC WORKS DEPT.

P.W.D

(A) May be filed with Letter No. 287 PW dt 10.2.40.

Dne
23.2.40.

23.2.40

W/2

A/25

TOUR PROGRAMME

OF CAPT. L. A. ECCLESFIELD, DEPUTY DIRECTOR

OF CIVIL AVIATION IN INDIA.

February-March 1940.

				Hrs.	
29/2	Thurs.	Delhi	Dep.	1720	By Grand Trunk Express.
2/3	Sat.	Madras	Arr.	1840	
		-do-	Dep.	2005	By Malabar Express.
3/3	Sun.	Mangalore	Arr.	1655	
		Halt at Langalore on 4/3 & 5/3.			
6/3	Wed.	Mangalore	Dep.	0940	By Malabar Express.
		Ernakulam	Arr.	2145	
7/3	Thurs.	-do-	Dep.	1650	By Cochin Express.
8/3	Fri.	Madras	Arr.	0835	
		Halt at Madras on 9/3.			
10/3	Sun.	Madras	Dep.	0900	By Grand Trunk Express.
12/3	Tues.	Delhi	Arr.	0900	

2/0

ASST. SECRETARY TO GOVT.
28 FEB 1940
1302
PUBLIC DEPT.

PUBLIC (POLITICAL) DEPARTMENT.

U.ONOTE NO.4901-1, dated the 26th February 1940.

A copy of the tour programme of Capt. L.A.Egglesfield, Deputy Director of Civil Aviation in India is communicated to Departments of the Secretariat, the Private Secretary to His Excellency the Governor and the Military Secretary to His Excellency the Governor for information.

B. W. Day,
Under Secretary to Govt.

To the Advisers to His Excellency the Governor.
" Departments of the Secretariat.
" Private Secretary to His Excellency the Governor.
" Military Secretary to His Excellency the Governor

Copy to Chief Secretary.
Copy to Under Secretary P.W.D.

Forwarded/By Order/

May be filed under Ltr no. 287 PW 0 10.2.40.

(I)

A E Abraham.
Superintendent.

28.2.40.

TOUR PROGRAMME,

OF CAPT. L.A. EGGLESFIELD, DEPUTY DIRECTOR OF CIVIL AVIATION IN INDIA.

Vide also p 25 of Ltr no. 287 PW 0 10.2.40. (I)

February-March 1940.

				Hrs.	
29/2	Thurs.	Delhi.	Dep.	1720	By Grand Trunk Express.
2/3	Sat.	Madras	Arr.	1840	
		-do-	Dep.	2005	By Malabar Express
3Ø3	Sun.	Mangalore	Arr.	1655	
		Halt at Mangalore on 4/3 & 5/3.			
6/3	Wed.	Mangalore	Dep.	0940	By Malabar Express.
		Ernakulam	Arr.	2145	
7/3	Thurs.	-do-	Dep.	1650	By Cochin Express.
8/3	Fri.	Madras	Arr.	0835	
		Halt at Madras on 9/3.			
10/3	Sun.	Madras	Dep.	0800	By Grand Trunk Express.
12/3	Tues.	Delhi	Arr.	0900	

*****

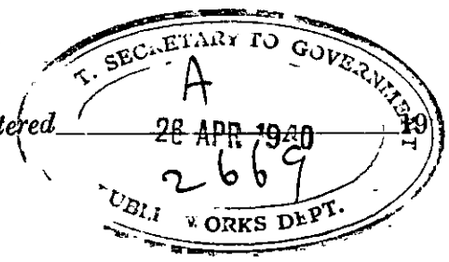
T.P.N.

27

C.F. 31—12,006—28-11-39

REVENUE DEPARTMENT.

CURRENT No.



Received 19 . *Registered* 26 APR 1940 19

Subject.

Aircraft - Landin ground - (South Kanara) - Mangalore - Site - Selection - Report - Submitted.

Refce. No. E.574/40-2

Station Madras. , *Dated the* 25th April 19 40

From

S. Venkateswaran Esq., I.C.S.,
Secretary,

Board of Revenue.

--

F.W. Stewart Esq., C.I.E., M.C., I.C.S., Commr. of Land Revenue.

--

Read the following:-

p 9 of letter no 287 (R) 10.2.40

Again Endorsement by Government, Public Works Department, No. 303-A/40-2 dated 24-1-1940.

Board's Reference No.E.574/40-1 dated 27-1-40.

p 10-11 of (R)

Also letter from Sri Rao Bahadur V. Ponnuswami Pillai, Collector of South Kanara, No. Ref.B3-817/40 dated 14-4-1940.-

Aircraft - Landing ground - (South Kanara) - Mangalore - Site provisionally selected - Contour map - Sent.

Board's Ref. E.No.574/40-1 dated 27-1-1940.

--

vide p 2-3 of (R)

Captain L.A. Egglesfield, Deputy Director of Civil Aviation in India visited Mangalore on 3-3-40 and in company with the Revenue Divisional Officer,

28

-2-

Mangalore, inspected a number of sites and selected one falling within 3 villages viz. Pachanadi, Padushedde and Markada. A rough sketch of the site was prepared and handed over to him. He expressed the opinion that a detailed contour survey will be necessary before a final decision is arrived at and accordingly requested the Revenue Divisional Officer to prepare such a map and have it ready to be sent when called for so as to enable him to form a rough idea of the height of the elevations and of the depth of the depressions in order to decide what amount would be necessary for levelling the fields. The Revenue Divisional Officer has got a contour map prepared by the deputy surveyor. The height of the elevations and the depth of the depressions have been furnished in the map. The map is not an accurate one but I think it should be possible to work out the approximate cost of levelling up the site from the information furnished in it. A more accurate map can be prepared by the P.W.D. but this will take time and cannot be done without detriment to their own work. The Deputy Director, who, I understand had told the Revenue Divisional Officer, that he would write, has not communicated with me or the Revenue Divisional Officer so far. I, therefore, send herewith the contour map and a detailed list of lands with particulars of extent, assessment etc. and request to be informed whether a more accurate plan should be got prepared by the Public Works Department.

vide ¶ 2 infra

¶ 4 infra (since sent in copy to D.C. A)

(since sent in copy to D.C. A)

x ¶ 4 infra ¶ 3 infra

REFERENCE.

Submitted to the Government for orders.

for Secretary.

To the Secretary to the Government, Public Works Department with a map and an enclosure.

v.c/25.4.

25/4.

Statement showing particulars of the lands selected for the landing ground for aircraft in Pachanadi, Padushedde and Markada villages.

Name of the village.	Survey & sub dvn. No.	Extent A.	C.	Description.	Assessment.	Name of the pattadars.
Pachanadi	13-1	1	32	Dry.	1 0 0	90. Baltu Pinto
	-2A1	1	01	"	1 0 0	212. Shivappa Purusha.
	-2A2	1	-	"	1 0 0	164. Eliza Shiva Bai
	-2B	-	68	"	0 11 0	157. Madtha Maria Silva Bai
	-3A	1	08	"	1 1 0	-do-
	-3B	1	81	"	1 13 0	111. Ezabella Silva Bai
	-3C	1	86	"	1 14 0	19. Bartis Silva
	-4	1	76	"	1 5 0	91. Marian Pinto
	- 5	1	52	"	1 2 0	92. Jaki Mingel Pinto.
	-6	2	52	"	1 14 0	57. -do- and Anje lina Pinto Bai
Padushedde	25	13	89	"	13 14 0	4. Subbakke
	26-1	3	34	"	4 3 0	7. Krishnaya Shanbhogue.
	-3	2	40	"	3 0 0	35. Subraya Bhanderi.
	27-1	2	26	"	2 13 0	5. Damodara Shanbhogue.
	28-1	3	10	"	3 2 0	9. -do-
	-2	4	62	"	4 10 0	4. Subbakke
	-3	2	45	"	2 7 0	5. Subraya Bhanderi
Markada	54-1	7	81	"	3 14 0	38. Laxmi Hengsu.
	-3A	1	44	"	0 12 0	-do-
	56	12	16	"	12 3 0	44. Chikkaya Naik
	57	64	13	"	64 2 0	31. Vaman Shanbhogue
	57-2B	-	18	"	0 1 0	5?. Devappa Malli.
	60-1	49	15	"	49 2 0	31. Vamana Shan-bhogue.
		-	03	"	0 1 0	33. Shrinivasa Shanbhogue.
	59-2	-	02	"	0 1 0	34. Devi Hengsu
	Total	181	54		177 1 0	
Padushedde	26-2	-	22	"	0 4 0	Assessed waste.
	27-2	-	64	"	0 12 0	-do-
Markada	54-3B	1	10	"	0 9 0	-do-
	57-2A	1	41	"	0 11 0	-do-
	54-2	-	13	P	..	Road poramboke
	58	1	15	P	..	-do-
	59-1	1	43	P	..	-do-
		6	80		2 4 0	
Grand total		188	42		179 5 0	

V.C.

C.no.2669A/40.

4

P.W.D

Letter no. 2669A/40 d 25/5/1940

To

The Director of civil aviation
in India,
New Delhi

Sir,

Civil aviation - landing ground - Mangalore.

I am directed to forward copy of a reference from the Board of Revenue no. E.5714/40-2 d 25-4-40 together with its enclosures & to enquire whether a more accurate plan of the proposed site is considered necessary by you.

I have etc.

30.4.40.

pp 1-2 cf

pp 3-4 cf

WA.

copy of pp 1-3 cf

Plan (p.4 cf - in original).

copy to the Bd of Rev

All communications should be addressed to the Director of Civil Aviation in India, by title, NOT by name.

Telegrams :- "AIRCIVIL"

OFFICE OF THE DIRECTOR OF CIVIL AVIATION IN INDIA.

No. H80-1
New Delhi,
Dated ~~Simla~~, the 17th May, 1940.

ASSTT. SECRETARY TO GOVT. 21 MAY 1940. CHIEF SECTION

12407 A 22 MAY 1940 3136 PUBLIC DEPTT.

From

The Director of Civil Aviation In India,
New Delhi.

Chief Secty.

To

The Secretary to the Government of Madras,
Madras.

B.W.H. No.

21/5

Sir,

I have the honour to acknowledge with thanks receipt of your letter No. 2669 A/40-1 of the 2nd May, with enclosures.

The plan enclosed is sufficient for the purpose for which it was required but a more accurate and detailed survey will be necessary before it is possible to decide whether it is practical to develop this site. The remarks of the Collector of South Kanara in this connection are noted. Arrangements can be made for a survey to be carried out by our own staff.

I attach for your information my report on the general possibilities of an aerodrome site at Mangalore from which it will be seen that the site selected appears to be the only possible one but that it is by no means certain, till further investigations have been made, that its development will be a practical proposition.

A copy of this letter with enclosure is being sent to the Collector of South Kanara for his information.

I have the honour to be,
Sir,
Your most obedient Servant,

For Director of Civil Aviation in India.

Mangalore Aerodrome Site.

GENERAL.

The area investigated was that bounded on the north by the Gurpur River and on the south by the Netravati River. There are no road bridges across either of these rivers, the only communication being by ferry with the exception of a railway bridge across the Netravati. These rivers are reported to be frequently impassable during the monsoon and an aerodrome on the far side of either of them would therefore have practically no commercial value to Mangalore.

2. There is no natural aerodrome site in the vicinity of Mangalore. There are a certain number of low-lying paddy fields which flood during the monsoon. This land is valued at approximately Rs.2,000 an acre. The level would have to be raised at least 10 ft. and even then could not be guaranteed to be free from flooding. Runways would be essential. This type of land only exists along the banks of the two rivers and is closely backed by hills. Even if it was considered justifiable to incur the very heavy expenditure necessary to develop a landing ground of this type -- which would include something over 2 lakhs for land acquisition alone -- it would be most difficult to find a suitable site. One or two possible ones were observed along the banks of the Netravati River, but as in this area road communication is reported to be frequently cut off during the monsoon due to flooding, although the road itself is raised 10 to 15 ft. above the surrounding country, these were not investigated further. The remainder of the country is a series of hills and plateaus intersected by ravines and valleys and it would not be possible to find many football grounds without considerable levelling.

POSSIBLE SITES.

3. Four sites had been provisionally selected by the Collector, Mr. Woodhouse. He had unfortunately just been transferred and left Mangalore the day before I arrived. He had however left details of these sites with his successor, Mr. Subrahmanyam.

Site No.1. About a mile outside the town on the Marakada Road. An undulating plateau of irregular shape, approximately 700 yds. by 300 yds. Laterite soil. Although this site would need the least preparation, the area available is insufficient and there is absolutely no possibility of expansion as the ground falls away sharply on all sides.

Site No.2. About 4 miles out of the town and 1/2 mile east of the Marakada Road. A series of undulating fields and hillocks. Laterite soil with a few outcrops of rock. This site will be dealt with in more detail later.

Site No.3. Between 7 and 9 miles out on the Mudbidri Road. An extensive laterite plateau, very undulating, with numerous small hills of hard rock and intersected by ravines. This site has the best air approaches, but in view of the rocky and uneven nature of the ground it is considered that the production of a reasonably level aerodrome would not be a practical proposition.

Site No.4. Golf Course. A cup-shaped plateau with good approaches, but on the small-side and no room for expansion. A large amount of filling would be necessary in the centre where ponds form during the monsoon. Being within municipal limits, the value of the land will be between Rs.1,000 and Rs.2,000 an acre. Discarded on account of both size and cost.

4. It was finally decided that site No.2 was the only one worth considering. The land here is generally Rs.100 per acre, so the cost of acquisition would be small. Levelling would consist almost entirely of "cut and fill" and would in fact mean demolishing two or three small hills and filling in the intervening hollows with them. The Asst. Engineer of the P.W.D. is getting out a large-scale plan of this area. If the work is done on a large enough scale, it should be possible to get 1,000 yds. in all directions, but this will need checking with the plan.* It looks a very big proposition to me but the Asst. Engineer seems to think it is a practical one. A detailed contour survey will be necessary before it is possible to arrive at any estimate of the cost involved. The rates for shifting range from about Rs.5 per 1,000 c.ft. for loose earth to Rs.14 per 1,000 c.ft. for hard laterite rock. Although there is a certain amount of hard rock on the surface of one or two of the hills, it is considered that this does not go very deep and that we should come to softer stuff although still laterite. One advantage is that, being laterite, the landing ground once it has consolidated should, with any luck, remain all-weather without runways, particularly if it is domed slightly during construction.

* attached / not sent here

5. Air approaches. Approaches from west through north to south-east are good. On the southern side there is a low ridge. It may be possible to utilise some of the crest of the ridge for filling. Southerly winds are apparently unusual, so it should rarely be necessary to take off over this ridge, while approaching to land over it should not cause any difficulty as it should be possible to provide ample space for landing north of it. The south-westerly take-off would be over a valley towards slightly higher wooded ground, but I think that this ground would be sufficiently far away and should cause no interference.

6. Communication. There is a good, though narrow, reputedly all-weather laterite road up to the site. No telegraph or telephone within 2 miles.

7. Conclusion. It will be realised from the foregoing remarks that the site recommended is not by any means an ideal one but simply what appears to be the only possible one and it has now got to be ascertained whether it is a practical engineering proposition. The area for which I consider a contour survey is necessary is considerably larger than that which would be actually required for the aerodrome, but until this survey has been done it is impossible to say exactly where in this area the aerodrome could most suitably be sited. As regards the time necessary to complete the aerodrome, the Asst. Engineer estimated that if he started immediately after the monsoon he could do it in one dry season. It would then need to be left during the following monsoon to consolidate. This is probably an optimistic estimate, but it of course depends largely on the amount of labour employed.

8. Weather. There are two meteorological observers at Mangalore, one of whom takes surface wind observations, barometer and thermometer readings, etc. and the other takes upper wind observations. These observations are all sent to Poona, so we should ask D.G.O. for any data he has available which, incidentally from the upper wind observations, should give us some idea of the height of low cloud during the monsoon. From what the observers tell me, it is rarely below 900 ft., except during very heavy storms. The type of weather during the monsoon, they tell me, is a series of intense rain-storms with fine intervals and it is rare for them to get consistently an overcast day with low cloud and continuous rain. The upper wind observer

volunteered to go out to the proposed site daily during the monsoon and take observations as regards cloud height, etc. He would need a bicycle for this. We might also suggest this to D.G.O.

9. A plan is attached showing the area under consideration This has been taken from the Collector's record and shows no contours although the approximate position of the hills has been roughly sketched in. The Asst. Surveyor, who is away on tour at the moment, will be asked on his return to get out a rough contour plan showing the height of the hills, etc. This will be forwarded to Delhi, but of course a detailed survey which will take some considerable time will later be necessary and will require special staff.

Sd. L. A. Egglesfield,

D.C.A. 5.3.40.

p 5 CF From the Director of Civil Aviation in India
letter No W.80-1 dated 17.5.40.

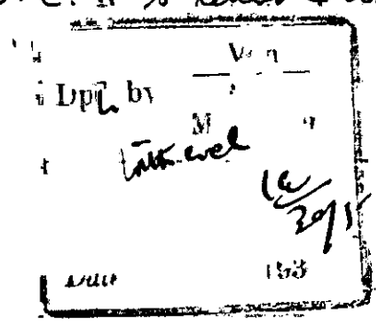
Endt. No. 2669 A/40-2 dt 29.5.40.

Civil aviation - Landing ground - Mangalore.

Copy forwarded to the Board of Revenue for information with reference to its

pp 1-2 CF Endt No. E. 574/40-2 dated 25.4.40.

To the Board of Rev with a copy of the D.C.A's letter & its encl.



Note

After the issue of the draft, the papers in this file may be stitched with letter No 287 P.W.D dt 10.2.40.

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